Bombay Gazette

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"Nothing extenuate, nor set down aught in Malice."

Vol. LI. FRIDAY, JUNE 26, 1840. **3,178.**

NOTICE.

THE Public are hereby respectfully informed, that the BOMBAY GAZETTE PRESS has been removed from the late Premises in Nesbit Lane, to No. 5 Forbes Street, and is now occupying the Premises over Mr. BENNETT'S Auction Rooms, where all communications to the Editor will be received.—Bombay, 24th June 1840.

THE SUBSCRIBERS of the BOMBAY GAZETTE are respectfully requested to take notice that the New Proprietorship commenced from the 1st of June 1840, and that all accounts &c. with the present concern will commence from that date.

COPPER PLATE PRINTING.

THE LADIES and GENTLEMEN of the Presidency and the Public in general are hereby informed, that VISITING and INVITATION CARDS will be neatly executed and on reasonable terms at this Office.

All orders for the above will be carefully attended to.

Bombay Gazette Office, June 26, 1840.

TO THE ARMY.

THE Report of the Commissioners for Inquiring into Naval and Military Promotion and Retirement, will be reprinted by Subscription as a Pamphlet and sold at Rs. 2 per Copy at this Office.

To insure a sale Gentlemen who may wish to have a Copy are requested to make an early application.

Bombay Gazette Office, June 26, 1840.

FOR LIVERPOOL.—The first class Ship "HIGGINSON" 453 Tons, WM. HOGG, Commander, has excellent accommodations for Passengers, and having the whole of her Cargo engaged, will sail on the 28th instant.—For Passage apply to

HIGGINSON AND CARDWELL.

FOR LIVERPOOL.—The first class Ship "LINTIN," 553 Tons, J. GILLMAN, Commander, has excellent accommodations for Passengers, and having the whole of her cargo engaged will sail on the 28th instant.—For Passage apply to

HIGGINSON AND CARDWELL.

Meadow Street, 25th June 1840.

FOR CALCUTTA DIRECT.—The "JUSTINA," 500 Tons, W. LOADER, Commander, carries a Surgeon and has excellent accommodation for Passengers, will sail on the 28th or 30th instant.

For Freight or Passage, apply to WOOLER AND CO.—Bombay Green, 26th June 1840.

FOR LIVERPOOL DIRECT, the fine Ship "*Shannon*" of 753 Tons, ADAM KELLOCK, Commander, has good accommodation for Passengers, and will sail on the 30th inst. For Freight or Passage apply to Captain KELLOCK, at the Office of Messrs. FORBES and Co.

Bombay, 26th June 1840.

FOR CALCUTTA DIRECT, and will land passengers at Madras, the River built Ship "CATHERINE," of 600 Tons, CHARLES SAMUEL EVANS, Commander, will sail on the 1st proximo. For Freight or Passage apply to Captain EVANS, at the office of Messrs. FORBES AND Co.

Bombay, 26th June 1840.

FOR LIVERPOOL.—The Ship "CALEDONIA," of 518 Tons, Captain CAMMELL, will have quick dispatch. For Freight or Passage apply to Messrs. McGREGOR, BROWNRIGG AND Co.—Bombay, 26th June 1840.

FOR SALE ON COMMISSION.

ENGLISH BUILT BRITSKA, with pair of Bay Horses, and Harness. For particulars apply to Messrs. ROBERT FRITH and Co.

SALE OF VALUABLE GOODS.

MESSRS. ROBERT FRITH AND CO will submit to Pulic Sale at their Rooms, on Saturday next, the 27th Instant, at 11 A. M. about 7,000 lbs. Cochineal, 80 Casks of Porter and Beer, several Pipes and Hogsheads of Brandy and Wine, Cases of Ditto, and also few Barrels of Tar saved from the Wreck of the LORD WM. BENTINCK.

NOTICE.

FOR SALE.—At this Office, THE CALENDAR AND DIRECTORY for the present year, with the ARMY, CIVIL, AND INDIAN NAVY LISTS, EUROPEAN INHABITANTS, corrected to the latest possible date, and the list of H. H. the NIZAM'S ARMY,—It likewise contains regulations relating to the three services and to the Mercantile Community, with a variety of useful Tables and other matter, printed on English Paper in new Types. As only a limited number of copies is struck off, gentlemen desirous of having the CALENDAR and DIRECTORY are requested to make early applications. MARRYATT'S CODE OF SIGNALS of the latest Edition now in the Press, will form a seperate Book, and delivered to Subscribers in a few days.

Bombay Gazette Office, 26th June 1840.

FOR SALE, at the Gazette Office;

Respondentia Bonds, each	Rs.	1
Ship's Articles	,,	1
Policies of Insurance	,,	1
Bills of Exchange, per set	Ans.	8
Interest Bonds	,,	8
Bills of Lading	,,	8
Powers of Attorney, each	,,	8

Bombay, 26th June 1840.

GENERAL ORDERS.

MILITARY DEPARTMENT.

BY THE HON'BLE THE GOVERNOR IN COUNCIL.

Bombay Castle, 18th June 1840.

No. 407 of 1840.—By a Resolntion in the General Department dated 16th instant, Acting Apothecary Creswick, late in charge of the medical duties at Nassick, has been placed at the disposal of His Excellency the Commander in Chief, and Second Hospital Assistant Unnah promoted to 1st Hospital Assistant, and appointed to the Civil Station at Nassick.

No. 408 of 1840.—By a Resolution passed in the Political Department under date the 17th instant, Lieutenant C. Hervey of the 2nd European Regiment, has been appointed to be second in Command of the Scinde Irregular Horse, vice Clarke killed in action.

Bombay Castle, 19th June 1840.

No. 409 of 1840.—The following General Order by Major General Sir Hugh Gough, K. C. B. Commanding the Madras Army in Chief, dated Head Quarters Choultry Plain, 25th April 1840, is confirmed,

The undermentioned Officer has obtained leave of absence from his Corps and Station.

Captain J. A. Bayley, 20th Regiment Madras Native Infantry, from date of arrival of Regt. to 31st October 1840, Jaulnah.

(Singned) R. ALEXANDER,—*Lieut. Col. Adjutant General of the Army.*

Bombay Castle, 20th June 1840.

N. 410 of 1840.—Lieutenant Hill, of the Engineers, is directed to proceed to Surat, on duty, until the season opens, so as to admit of his proceeding to join his station at Sukkur.

No. 411 of 1840.—It is hereby announced, that the undermentioned Rolls of Remittances to Europe, on account of the Commissioned and Non-Commissioned Officers and Soldiers in Her Majesty's and the Hon'ble Company's service, will be sent to the Court of Directors by the next Overland dispatch.

1st. General Rolls for the Quarter ending 30th April 1840, of Family Remittances of Commissioned Officers of Her Majesty's Forces serving under this Presidency.

1. General Roll from the Commissioned Officers of Her Majesty's 4th Light Dragoons.
2. Ditto...Ditto of the 2nd or Queen's Royal Regiment and Staff.
3. Ditto...Ditto of the 6th, 17th and 40th Regiments of Foot and Staff.

2nd. General Rolls for the Quarter ending 30th April 1840, of Family Remittances of Non-Commissioned Officers and Soldiers in Her Majesty's Forces serving under this Presidency.

1. General Rolls from the Non-Commissioned Officers of Her Majesty's 4th Light Dragoons.
2. Ditto...Ditto from the Non-Commissioned Officers of the 2nd or Queen's Royal Regiment.
3. Ditto...Ditto of the 6th, 17th and 40th Regiments of Foot.

3rd. General Rolls for the Quarter ending 30th April 1840, of effects and credits of deceased Commissioned Officers in Her Majesty's Regiments serving under this Presidency.

1. General Roll from the Commissioned Officers of Her Majesty's 17th Regiment of Foot.

4th. General Rolls for the Quarter ending 30th April 1840, of effects and credits of deceased Non-Commissioned Officers and Soldiers in Her Majesty's Regiments serving under this Presidency.

1. General Roll from the Non-Commissioned Officers and Soldiers of Her Majesty's 6th, 17th and 40th Regiments of Foot.

5th. General Rolls of Remittances on account of Regimental necessaries in Her Majesty's Regiments serving under this Presidency.

1. General Roll on account of Regimental necessaries of Her Majesty's 6th Regiment of Foot, from the 1st November 1839, to the 31st of January 1840.
2. Ditto...Ditto from the 1st of February to the 30th of April 1840.
3. Ditto...Ditto on account of Regimental necessaries of Her Majesty's 40th Regiment of Foot from ditto.

6th. General Roll for the quarter ending 30th April 1840, of Family Remittances of Commissioned Officers of the Hon'ble Company's service.

1. General Roll from the Commissioned Offieers of the Hon'ble Company's Regiments.

7th. General Roll for the quarter ending 30th April 1840, of Family Remittances of Warrant Officers, in the Hon'ble Company's service.

1. General Roll from the Warrant Officers of the Hon'ble Company's service.

8th. General Roll for the quarter ending 30th April 1840, of Family Remittances of Non-Commissioned Officers and Privates of the Hon'ble Company's Regiments.

1. General Roll from the Non-Commissioned Officers and Privates of the Hon'ble Company's Regiments.

Bombay Castle, 23rd June 1840.

No. 412 of 1840.—The following order is confirmed:—

An order by Lieutenant Colonel Cunningham, dated the 6th February last, appointing Cornet P. L. Fagan of the 1st Regiment Light Cavalry, to act as Staff Officer to 1st Regiment Light Cavalry, 3rd and 4th Troops Horse Artillery, until their arrival at Kurachee.

No. 413 of 1840.—The undermentioned Gentlemen are admitted to the service in conformity with their respective appointments by the Honorable the Court of Directors, as Cadets of Infantry, and as an Assistant Surgeon on this establishment. The Cadets to be promoted to Ensigns, leaving the dates of their Commissions for future adjustment.

Infantry.

Date of arrival.

No. 83. Mr. Robert West D'Arcy...10th June 1840.
No. 129. Mr. James Wm. Cottell...Ditto. do. do.

Medical Establishment.

No. 245. Mr. John Halliley Carter...Ditto. do. do.

Lieutenant R. J. Woodward, of the 1st European Regiment, has returned to his duty without prejudice to his rank, by permission of the Honorable the Court of Directors. Date of arrival at Bombay, 10th June 1840.

Bombay Castle, 24th June 1840.

No. 414 of 1840.—The following temporary arrangements is made:—

Ensign R. L. Taylor, of the 18th Regiment Native Infanty, to act as Interpreter in the Hindoostanee language to the 13th Regiment Native Infantry, until further orders.

By order of the Hon'ble the Governor in Council.
E. M. WOOD, Lieut. Col. *Secy. to Govt.*

Civil Appointments, &c.

TERRITORIAL DEPARTMENT.
REVENUE.

Bombay Castle, 19th June 1840.

Mr. F. H. Townsend, collector ot Belgaum, having resumed his duties on the 12th instant, the unexpired portion of the leave granted to him on the 26th ul imo, is cancelled.

Mr. W. J. Turquand, to act as third assistant to the collector and magistrate of Tanna.

Bombay Castle, 23rd *June* 1840.

Mr. J. A. Forbes, principal collector of Surat, is allowed leave of absence for six months, from the 1st instant, to proceed to the Deccan, for the borefit of his health. The leave granted to that Gentleman on the 8th instant is consequently cancelled.

Mr. E. C. Jones, acting second assistant to the collector of Ahmednuggur, is permitted to proceed on deputation into the Southern Districts, for the purpose of enquiring into the outstanding balances.

Bombay Castle, 24th June 1840.

Mr. C. Forbes, acting third assistant to the collector of Dharwar, is allowed an extension, to the 31st proximo, of the leave of absence granted to him on the 21st ultimo.

By order of the Hon'ble the Governor in Council,
L. R. REID, *Chief Secy.*

JUDICIAL DEPARTMENT.

Bombay Castle, 24th June 1840.

J. H. Peart Esquire, civil surgeon at Broach, has been appointed, under act No. XIV. of 1835, an assistant magistrate at that station.

By order of the Hon'ble the Governor in Council,
W. R. MORRIS, *Secy. to Govt.*

MARINE DEPARTMENT.

Bombay Castle, 19th June 1840.

No. 57 of 1840.—The following temporary appointments and arrangements are confirmed.

By the Superintendent of the Indian Navy.

Mr. H. Williams, to be Acting Clerk of the Hon'ble Company's Brig Euphrates, from the 9th of May last.

Mr. H. Williams, Acting Clerk of the Hon'ble Company's Brig Euphrates, proceeding to join that Vessel, to be accommodated with a passage to Aden, on board the Berenice, from the 23rd of May last.

Lieutenant Campbell, of the Clive, to perform the duties of Mate of that Vessel, from the 10th of May last.

Commodore Brucks, Commanding the Squadron in the Persian Gulf, proceeding to resume the duties of his station, to be accommodated with a passage to that Port, on board the Hugh Lindsay, at the Commander's Table, from the date of the sailing of that Vessel.

James Hurst, Quarter Master of the Clive, to be Acting Gunner of the Hugh Lindsay, from the 14th of May last.

Captain Hallun, of the 10th Regiment Native Infantry, proceeding on duty to Aden, to be accommodated with a passage on board the Berenice, at the Commander's Table, from the 23rd of May last.

Mr. Assistant Surgeon Hoskins, proceeding on duty to Aden, to be accommodated with a passage on board the Berenice from the 23rd of May last.

Charles Thorpe, C. F. C. of the Clive, to be Acting Gunner of the Victoria, from the 26th of May last, vice Ayres tranferred to the Rock Station Vessel.

Commander Saunders, to assume the temporary Command of the Clive, from the 1st instant.

Mr. Ommanney, to be Clerk in charge of the Cleopatra, from the 1st instant.

Mr. Connelly, from the Cleopatra, to be Acting Clerk of the Clive, from the 1st instant.

Lieutenant Offer, from the Hastings, to the Command of the Taptee Brig, from the 1st instant.

Lieutenant Webb, to assume the temporary command of the Cleopatra, from the 1st instant.

Assistant Apothecary Moraes, proceeding to join the Naval Station at Karrack, to be accommodated with a passage on board the Hugh Lindsay, at the Warrant Officer's Table, from the date of sailing of that vessel.

Ensign Eager, of Her Majesty's 40th Regiment, proceeding on duty to Kurratchee, to be accommodated with a passage on board the Schooner Contauce from the 8th to the 17th of May last.

Lieutenant Webb, supernomeraay on board the Hastings, to proceed in charge of the Margaret Cutter, for affording assistance to the wrecked Ship "Competent" from the 10th to the 19th of May last.

By Lieutenant Frusherd, Commanding the Honorable Company's Steam Vessel Hugh Lindsay.

Sir C. M. Wade, Resident at Iudore, to be accommodated with a passage on board the Hugh Lindsay, at the Commander's Table, from Karratchee to Bombay, from the 30th April to the 3rd of May last.

Captain McIntosh, of the 43rd Regiment of Bengal Native Infantry, to be accommodated with a passage on board the Hugh Lindsay, at the Commander's Table, from Karratchee to Bombay, from the 30th of April to the 3rd of May last.

By Lieutenant Winn, Commanding the Honorable Company's Sloop of War Clive,

Lieutenant Creed, of the Bombay Artillery, to be accommodated with a passage on board the Clive, from Karack to Bombay, from the 15th of April to the 2nd of May last.

Lieutenant W. E. Campbell, of the Clive, attached to the detached duties at the Bassadore station, from the 27th of March to the 15th of April 1838.

By Commander W. Lowe, of the Hon'ble Company's Steam Vessel Berenice.

Reverend Mr. J. Stackhouse, to be accommodated with a passage on board the Berenice, at the Commander's Table, from Aden to Bombay, from the 31st January, to the 10th of February last.

Bombay Castle, 20th June 1840.

No. 58 of 1840.—The Port and Marine Surgeon being unfit from illness to perform the duties of his situation, and there being no unemployed medical officer available, the following arrangement is made.

Assistant Surgeon Barrington, to perform the duties of the Port and Marine Surgeon at Colaba.

Assistant Surgeon Deas, to perform the duties afloat.

Assistant Surgeon Ryan, to perform the duties on the Island of Bombay.

Bombay Castle, 23rd June 1840.

No. 59 of 1840.—George Simpson Esquire, Indian Naval Store Keeper, returned to the Presidency on the 18th instant, from the leave of absence granted to him on the 12th ultimo, and resumed the charge of his Office.

By order of the Hon'ble the Governor in Council.
E. M. WOOD, Lieut. Col. *Secy. to Govt.*

NOTICE

Is hereby given, that the Overland Mails, to be conveyed to Aden by the Honorable Company's Brig of War 'Taptee,' and from thence by a Steamer to Suez, will be closed at this office on Tuesday next the 30th instant, at 6. o'clock P. M.—An after Packet will, however, be kept open till Wednesday 10 A. M. *precisely.*

E. E. ELLIOT,
Post Master Genera.

Bombay, General Post Office, 24th June 1840.

NOTIFICATION.

It is the intention of the Honorable the Governor in Council to despatch a Steamer from Bombay to the Persian Gulf, with a Mail for England, on Thursday the 23rd of July.

Arrangements have been ordered to be made, to ensure, as far as practicable, the safe and speedy passage of the Mails from Bussora to Beyroot, but it is essential that letters, both private and public, be made of small dimensions, that the Mail may be light.

By order of the Hon'ble the Governor in Council.
E. M. WOOD, Lieut. Col. *Secy. to Govt.*

Bombay Castle 10th June 1840.

CORRESPONDENCE.

TO THE EDITOR OF THE BOMBAY GAZETTE.

SIR,—The *Bombay Times* in denying you and your Correspondent 'FRIEND OF BOMBAY' the applause due for originating the suggestion for a Light House in the island of Kenera, and a life boat establishment at the extremity of Colaba; and in bestowing the same on the Chamber of Commerce, does not seem aware that neither you nor your Correspondent claim that said honor; the suggestion aforesaid being more than thirty years old, to my knowledge, and may have been thought of thirty years before. (Mr. Money it in 1809,) thought of for anything I know to the contrary.

The Chamber of Commerce have not begun ill, but all that they have done as yet is but a beginning; and they will not I hope be long in finding out, that, when any great object of local improvement and national advantage is before them, they have a great deal more on their hands than simply to address a letter to the Bombay Government, to be referred to Bengal, to be negatived thence, and themselves snubbed for their supposed officious interference in what are called state matters.

It is their duty in such cases, as representatives of the vast commercial interest now centring in Bombay, to refer every suggestion thus made and thus rejected to their Correspondents in England, and to the representatives in Parliament of the commercial capitals, to take legal counsel on all they do, and in the best means for doing it; and never to stop until they have laid their case, when necessary, before the reformed Parliament by petition; let this be done, and we shall not long want any local improvements

or public establishment necessary for the safety of the Bombay Mariner.

So long as the harbour was only frequented by Country Ships, and East India Company's "fleets of the season;" the Honorable Company insuring themselves; the public voice and the local interest had no chance, but now that we have a trade, employing upwards of a hundred thousand tons of shipping, and rapidly encreasing, the Insurance Societies will find it necessary to be "up and adoing" and the sooner they begin the better.

If the Chamber of Commerce would deserve the praise their Secretary desiderates for them, let us see what their next resolutions are and how they mean to pursue any future meditated object.

Relying on their energy, and on the reformed Parliament, I venture to sign myself

MERCATOR NON METUENS.

COURT OF PETTY SESSION.

THURSDAY, 25TH JUNE 1840.

Rama Balloo—charged of having on the night of Wednesday the 17th day of June, stolen one nose ring of the value of ten Rupees the property of Pitamber Wittuldass.—To be imprisoned in the House of Correction with hard labour for one month.

Babco Ramjee and Bapoo Purboo—charged with having on Saturday the 13th day of June, stolen four jack fruits of the value of two Rupees, the property of Framjee Cola.—To be imprisoned seven days in the House of Correction with hard labour.

Luxumon Dhunsawant—charged with having on Wednesday the 17th day of June, stolen one copper pot of the value of eight annas, the property of Boodoo Govind.—To be imprisoned in the House of Correction with hard labour for seven days.

Yacob Rahim—charged with having on Thursday the 18th day of June, stolen one turban of the value of two Rupees, the property of Ram Khanjee.—To be imprisoned in the House of Correction with hard labour for seven days.

Soker Juggonath—charged with having on Friday the 19th day of June, stolen seventeen pieces of cloth of the value of ten Rupees, the property of Baloo Dhunjeeprag.—To be imprisoned in the House of Correction with hard labour for seven days.

Mandun Bhugwan—charged with having on Saturday the 20th day of June, stolen one brass pot of the value of twelve annas the property of Puna Shonar, dismissed.

Gopall Sewa—charged with having in possession one Red Regimental jacket, one canvas trousers, two flannel drawers, one pair chetteos, one shirt, one pair boots, one pair stockings, two boxes of Blacking, one Napsack, and sling, one Bible, one pair of Books, being articles belonging to one of the ships recently wrecked off the light house, and not being able to give account satisfactorily as to their coming lawfully by the same.—To be imprisoned in the House of Correction with hard labour for one month.

Sunwar Poshaw and Sunwar Gunnoo—charged with having in their possession three Iron bolts, one Regimental jacket, one cloth trousers and two angrakhas, being articles belonging to one of the ships recently wrecked off the light House and not being able to account satisfactorily as to their coming lawfully by the same.—Discharged.

Purima Changoo and Soma Rama—charged with having in their possession seven pieces of copper, six iron bolts, being articles belonging to those of the ships recently wrecked off the light House, and not being able to account satisfactorily as to their coming lawfully by the same.—Discharged.

Merra Dossa and Yessoo Jynkoojee—Wandering about by night in the public streets and not giving a good account of themselves admonished and discharged.

Amboo Ranoo—charged with frequenting the public streets with intent to commit Felony.—To be imprisoned in the House of Correction with hard labour for one month.

Narrayen Murneewdass—being found in the dwelling house of Mortusom Meyaram and not being able to give a good account of himself.—To be imprisoned in the House of Correction with hard labour for one month.

Shaikh Dawood—of wandering about by night in the public streets and not giving a good account of himself.—To be imprisoned in the House of Correction with hard labour for one month.

Toolsa Khuras, and Mooljee Abjee—of wandering about by night in the public streets and not giving a good account of themselves.—To be imprisoned in the House of Correction with hard labour for one month.

Rama Cuddum, and Rama Radhoo—for misbehaviour as Police Peons in the execution of their duty to be publicly whipped and to be dismissed the service.

Ballaram Mallee—charged with misbehaviour as a Police Peon in the execution of his duty.—To receive 12 lashes and to be dismissed the service.

Dulputrow Moorkchund—offering to sell a quantity of Opium without having obtained a License Regulation XXI Chapter IV Section X., not guilty discharged.

Gunoo Ramoo—charged with assaulting Major Archibald Hook.—To stand over till next Thursday.

Cowasjee Sapoorjee—assaulting pound peon when in the execution of his duty.—Fined 5 Rupees or imprisoned for fourteen days.

Additional Masonic Subscriptions for the relief of the distressed crews of the Ships Lord Wm. Bentinck and Lord Castlereagh.

Amount subscribed up to 23rd instant	Rs.	2,052
Br. R. Brown	,,	50
,, Neil Campbell	,,	30
,, J. Adams	,,	15
,, Henry Creed	,,	15
,, J. Farrell	,,	10
Total Subscribed up to this date 25th June 1840.	,,	2,172

Subscriptions received at the Gazette Office on account of the Sufferers of the late Shipwrecks.

J. Vaupell, Esq.	Rs.	30
Gazette Office	,,	20
O. W. Ketterer, Esq.	,,	20

DOMESTIC OCCURRENCE.

DEATH.

At Ahmednugger, on Sunday the 21st instant, Thomas Compton, the Son of Captain T. M. Blois Turner of the Engineers, aged 3 years and 5 months.

MILITARY ARRIVALS AND DEPARTURES.

ARRIVAL.

June 25th.—Ensign Combe, Infantry, from Poona.

DEPARTURE.—None.

SHIPPING IN THE HARBOUR.

H. C. VESSELS.—Steamers Semiramis, Cleopatra, and Sesostris.

Ceylon Govt. Steamer Seaforth, The E. I. C. Receiving Ship Hastings; Brig Taptee, Sloop Clive, Schooners Shannon and Mahi, Cutters Margaret and Nurbudda.

MERCHANT VESSELS.—Benares, Caudry, Hydroos, Cornwallis, Fort William, Lancaster, Clonole Newall, Lord Castle, Mahomedee, Dowlutpursad, Cauderbu Khain Moombaruck, Gondolier, Orestes, Regular, x Rangoon, Mahamudy, Douiut Savoy, Kusrovi ady Grant, Wm. Sharples, Shannon, Inglis, Sincapore, Pittamber Savoy, Earl of Clare, Bombay Castle, Lowjee Family, Adele, Catherine, James Pattison, Cestrian, David Clark, Helen, Sir Herbert Herschel, Sir Herbert Compton, Cleveland, Julia, Rajasthan, Caroline, Higginson, Lintin, Crown, Queen Victoria, Abel Gower, Hindoostan, Wilson, British King, Earl of Durham, Ann, Caledonia, William Turner, Mary Mitcheson, Beacoolen, Charles Forbes, Thetis, Monarch, Justina, Oriental, Elizabeth Walker, Circasia, Salacia, Sir Wm. Wallace, Colchester, Majestic, Castle, Huntly, Lord Auckland, and Mor.

PORTUGUESE.—Brig Simplicia.

FRENCH.—Brig Naverino.

VESSELS EXPECTED TO SAIL.

Vessels.	Agents.	Destination	To Sail.
A Steamer	Spt. I. Navy	PersianGulf	23d July.
Inglis	B. & A Hormasjee	London	5th July.
James Pattison.	MacVicar Burn & Co.	Calcutta	25th June.
Shannon	Forbes & Co.	Liverpool	30th June
W. Sharples	Higginson and cardwell	Liverpool	Do.
Rajasthan	Nico and Co	Liverpool	20th July.
Cestrian	Edmond Bibby and Co.	Liverpool	5th July.
Cleveland	Ritchie Stuart and Co	Liverpool	30th June.
Caledonia	McGregor Brownrigg & Co	Liverpool	
Lintin	Higginson and Cardwell	Liverpool	4th July.
Higginson	Higginson and Cardwell	Liverpool	Do.
Crown	Dirom carter & Co.	Liverpool	6th July.
Thetis	Dirom, Carter and Co.		
Monarch	W. Nicol & Co		
Queen Victoria.	J. Jeejeebhoy.	London	
Majestic	George S. King		
Salacia	Dirom, Carter and Co		
Wilson	W. Nicol & Co		
Ann	Dirom, Carter and Co.		
Earl of Durham	Grey and Co.	London	
British King	Skinner & Co.		
William Turner	Pollexfen Milne and co.	Singapoor	
Mary Mitchelson	Foster & co.	Liverpool	
Hannah	T. Jefferies & co.		
Circassian	Ritchie Stuart& Co.		
Oriental	Dirom Carter and co.	Calcutta	4th July.
Elizabeth Walker.	Frith and co.	Mauritius.	4th July.
West India	Dirom, carter and co.		
Abel Gower	Wooler & co.	Calcutta	
Hindoostan	Ritchie Steuart and Co.		
David Clark	Ritchie Steuart and co.	Ditto	In July.
Catherine	Forbes and co	Ditto	
Sir J. Herschel	McG. Brownrigg & co.		
Beucoolen	Macvicar Burn and co.	Sydney	4th July.

VESSELS EXPECTED.

Vessels.	Agents.	From.	To Sail.
Euphrates	Dirom Carter&Co	London	2nd April
Tartar	Remington & Co	London	15th Mar.
Juverna		London	
Sarah	Grey and Co.	London	25th March
Cumbrian		London	2d April.
Dartmouth	DiromCarter&Co	London	
Calcutta	DiromCarter&Co.	Liverpool	17th March
Amazon		Liverpool	2d April.
William	DiromCarter&Co	Liverpool	
Madonna	Dirom. Cart &Co	Liverpool	
Westmorelan	W. Nicol and co.	Hull	18th Mar.
John Garrow.	Foster & Co.	Newcastle	
Quinten Leech		Clyde	27th March
John Mitchell.	White Barlass & co.	Do.	
Memnon		Llanelly	
Ino	Dirom, Carter&Co	Llanelly	8th Feb.
Paequet d'Havana		Bordeaux	5th Aug.
Emilia		Bordeaux	4th June
Bolivar	T. Jefferies& Co	Rio	
Colombo	DiromCarter&co	Suez	
Le Cares	T. Jefferies & co.	Nantes	1st Feb.
Harret Scott.	Pollexfen and Milne	Liverpool.	September

* Have sailed, by the latest accounts.

TIME OF HIGH WATER.

JUNE 1840.	MORN. H. M.	AFT. H. M.
26th Friday	7 29	8 06
27th Saturday	8 44	9 08
28th Sunday	9 17	9 49

Latest advices Received.

From *London*	4TH MAY.
,, *Paris*	6TH Do.

RATES OF BOMBAY GOVT. STOCK, 25TH JUNE 1840.

4 per Cent—1835	36	at 98	to 98 4
4 per Cent—1832	33	at 103	to 103 4

Bank Share at 24 | 25 per Cent.

THE GAZETTE.

Friday, June 26, 1840.

WE have been given to understand that 300 of H. M. 6th Regiment are coming down from Poona to be embarked for Aden immediately. This looks warlike and we are truly happy to see that Government have determined upon re-inforcing this Garrison, the duties of which have pressed so very heavily both on the Bombay European Regiment and the Native Details. Before an enemy so wily as the Arab unremitted vigilance can alone secure our conquest, & from the account of Aden in our last issue it will be perceived that not only is there a line of works to defend, but that the fortifications are most extensive and would require a large body of men to occupy them with effect. The Turkish wall from the description given of it to us is a very insignificant affair, and slops outwards so much, that a resolute fellow might rush up it sword in hand. If the authorities mean to keep the place, no time should be lost in putting it in a proper state of defence. It is the key of the Straits of Babelmandel and in the event of a Turkish and Egyptian War would furnish us with a depot and point d'appui for our Forces in the Red Sea, and so well aware is Mahommed Ali of this, that it is a well known fact, that he is the secret instigator of the repeated attacks which have been made on the position, and in the event of a general War and England siding with Turkey (which according to existing treaties she must do) there is no doubt he would make a desperate attempt to obtain possession. We are therefore truly happy to hear of so seasonable a reinforcement, as if what has been won by so great expence of blood and treasure should be allowed to be lost by supineness and weak measures, our arms would be tarnished and the British name lose the commanding influence it has hitherto obtained all over Arabia.

WE publish a detailed account of the Discovery of the North West Passage by Messrs. Simpson and Dease, officers of the Hudson's Bay Company. At a time when Russia is busily occupied in acquiring foreign additions of Territory her hardy sons are nevertheless actively employed in acquiring knowledge and renown on her vast Northern Coasts. Expeditions have been formed and are even now in existence for the object of the Discovery of the N. W. Passage. Most fortunately for Great Britain, the dauntless perseverance of a few individuals, has been crowned with success and the long sought for Passage has been discovered. As a matter of science we rejoice at the success of our fellow Countrymen, but looking to the Discovery as a measure of utility, we confess it is anything but satisfactory, as Ships will never be able to bear up against the thousand difficulties and dangers which beset Messrs. Simpson and Dease in their Whale Boats. The phenomena of the Magnet and the probably correct position of the Magnetic Pole have been strikingly elucidated. We believe, but are not certain, that these hardy adventurers will be entitled to a munificent reward by an act of Parliament of old date, and we shall be rejoiced to hear of such perseverance in science being handsomely rewarded by a grateful Country. With a good Map the latitudes and longitudes being every where clearly laid down, the curious reader may follow the track of the Voyageurs from point to point of their interesting journey. We trust a fuller report will soon be made public and we shall lay the whole before our readers as soon as we are able to collect further information on the subject.

A Correspondent signed "MERCATOR NON METUENS" has stepped forward into the arena, and refused the palm of originality either to ourselves or the Chamber of Commerce in our remarks on the improvements required to mark the Entrance of the Harbour of Bombay in tempestuous weather. We have no doubt every sagacious person who has an interest in Mercantile affairs has over and over again wished (if he gave not the wish a tongue) to urge the Government to adopt such measures as might prevent mistakes. The Islets of Henery and Kenery it is said are nearly on the same meridian line as the Light House of Bombay but 11½ miles apart from it. A Light House there is the first desideratum. We repeat that we think it very unfortunate that a Meeting is not immediately convened by the Sheriff to consider the sufferages of the best and most scientific seamen who may be inclined to report on the most useful measures to obviate such melancholy occurrences as those of the 17th or 18th of June. Delay is dangerous, we may repent our backwardness, and suffer poignant regret for some other tall Ships which may be driven by adverse winds and tides on our iron bound coast. Humanity calls out, sad experience warns, and yet we apathetically go on without attempting to agitate plans which may involve Life, Property, and Liability to an immense extent. What the Underwriters at Lloyd's will say when they hear of 3 Shipwrecks in 6 weeks in the well known and constantly visited Port of Bombay, we can easily depict to our own mind, and the Indian authorities may rest assured, that very energetic measures will be adopted in London when the news arrives. We call on the leading Members of the Commercial world to be up and doing, or they may bear no small share of English censure for supineness under such calamities. We trust another editorial day will not pass over our heads without a notice appearing in our columns of some great measure of public agitation on this subject at the earliest possible period.

A friend has kindly pointed out to us that the following Commanders of Merchant Vessels from England took a distinguished part in attempting to save from a watery grave the sufferers in the late unhappy wreck, viz.

Captain Gillman	Lintin
Evans	Catherine.
Hogg	Higginson.
Roals	Wm. Turner.
Ferrier	Thetis.
Armstrong	Cestrian.
Jones	Wm. Sharples.

When exertions extend over a period of time which reaches nearly to 48 hours, great traits of heroism may occur which will be known alone to Man and his Maker. If not recorded here such efforts will (as we are taught) be appreciated hereafter. For ourselves as we before said, it is a labour of Love to publish accounts of this nature, and put them forth to the admiration and imitation of all the Public at large.

WE insert a report of the cases at the Petty Sessions yesterday, there were none of any peculiar interest. The sitting justices were F. Danvers, H. F. Owen and Dackjee Dadajee Esquires.

BY Singapore Papers we observe that the China Expedition having arrived there, will be likely to leave for its destination about the 20th May. We must yet pass some weary months before correct information of the detail of operations about to be employed can arrive. It is of no use to indulge in speculations which may point to most incorrect ideas of the subject. But in the mean time we are laying up stores of knowledge on China and its affairs &c. by an attentive perusal of all the best works on that Country by the ablest hands, which will come into play when the War seriously commences.

WE perceive by the Malacca Papers that a Rajah of Salengore in the Straits has been indulging in the favorite game of piracy with the Schooner Bentinck, which had been sent round from Penang to Singapore with cattle and supplies, and put into that Port for fresh water. Having first seized her water casks, great inclination was evinced to beg, borrow, buy or steal the Schooner, but that the latter feeling prevailed appeared from the fact of two large Prahus anchoring so as to rake the Bentinck. Fortunately the Diana Steam Boat made her appearance and changed the aspect of affairs. Now really some order ought to be taken with these piractical blood thirsty villains of Malays, and their Chiefs so signally punished as to prevent their rising to any head again. Two or three War Steamers might give them a wholesome lesson on the road to China. The state of affairs in the Straits as far as regards the safety of Vessels has been for a long time precarious. Many barbarities, murders, and piracies have occurred with smaller craft, and even in calm weather a large Merchantmen is not safe from an attack of armed Prahus. This state of things should not be allowed to continue. It is probable that in the event of the complete success of our expedition to China that our moral influence will be extended among these Barbarians, and much may be done to check and restrain them. But in the mean time the evil goes on from day to day, and should if possible be stopped at once. We trust the authorities in the Straits will exert themselves, and that means will be furnished by the Supreme Government to maintain a regular small Steam Flotilla to clear the different harbours of these noxious vermin. We insert also an account of some Malays running a muck on board the Schooner Emma, and cutting and maiming several. We would advocate that when Malays are taken as crew or Passengers on board a vessel, their creases should be taken from them in the first instance, and deposited with the Commander. If this were made a positive rule in all cases these barbarous murders would be of less frequent occurrence, and men would not be liable to be sent to eternity at a sudden outbreak of violence from a treacherous and blood thirsty Malay.

Indian Intelligence.

MALLACCA.

THE SALENGORE RAJAH.

His Majesty of *Salengore* is determined not to behave himself, but is rather anxious to win a species of notoriety of a very questionable character. He permits at times—notwithstanding his honest professions on several recent occasions—the cloven foot to appear beneath the garb of honesty he has assumed. The following details given to us by the Captain of the Schooner *Bentinck* will speak for themselves.—It appears that the *Bentinck*, freighted by the authorities at Penang to convey forty odd head of Cattle to Singapore on account of Government, was compelled by unfavourable winds to put into the port of Salengore. Her stock of water and fodder having run short in consequence of the length of her passage, the Captains, on letting go his anchor, proceeded to the town for the purpose of seeing the Rajah of Salengore, and getting his stock replenished. He met his Highness engaged in the kingly sport of cock fighting, in which he seemed to be a perfect adept. The Captain of the *Bentinck* having informed him of the purport of his visit was desired by his highness to repair on board and send his water casks on shore, when he would order his people to fill them; accordingly, the Captain of the Schooner returned on board, and, after much labour and inconvenience (as he had to hoist several of the Oxen on deck), managed to procure three casks, which, with a few breakers were despatched on shore to be filled. During this time, two very suspicious looking prahus of large dimensions came to anchor not very far from the Schooner; and a boat mounting a swivel, with her crew apparently armed, left one of the prahus and pulled towards the boat of the *Bentinck* as they were towing the water casks ashore; when the Schooner's boat's crew perceived the other boat making towards them, armed in the manner they were very prudently let the water casks adrift and ,,cut their sticks" for the vessel. A burnt child

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it is said dread the fire: and so it was with the crew of the *Bentinck*; several of whom were previously acquainted with the Salengore Rajah's humanity and honesty; having contrary to *their* inclinations, taken up some time back a very comfortable abode with his highness for periods varying for five to seven years; but not relishing altogether the nature of their servitude, and being anxious to be rid of the amenities of his Salengore Majesty, had taken French leave; by which fortuitous circumstance alone it was that they were then employed on board the Schooner, and, therefore, endeavoured to avoid scraping the pleasure of a second acquaintance; at least these were the reasons they alleged for having beat so hasty a retreat. Not long after this a Panglimah and several other men came alongside armed, and kicked up a bit of a shindy with the boat's crew for having so shamelessly deserted their casks. To appease the ire of this dignitary, who appeared to puff it very largely, the Captain formed some excuse for the men, not wishing the Panglimah to suppose that their suspicions had been awakened. After a little coaxing this officer left the vessel in the Schooner's boat, which he borrowed, and left his own in its stead. A short while after they had been gone, the Captain of the *Bentinck* sent the men on shore again in the boat left by the Malays. On reaching the shore the Panglimah was so exasperated at their presumption in having dared to bring away his boat, that he threatened to use some personal violence towards them, but was mollified by a little humility, &c. from the boat's crew. The Rajah himself soon honored the *Bentinck* with a visit, and was very particular in inspecting the guns and strength of the vessel; he, also, appears to have been all at once seized with a particular partiality for beef: and asked if the Captain would sell the [illegible] to him as he was very anxious to obtain some. The Captain, however, gave him to understand, that notwithstanding the vessel was his own, the property in her belonged to the English Government, and he durst not part with any of them; but promised his highness, as an incentive to dispatch his water off immediately, to present him with a Calf then on board, which was his private property. He then wanted to purchase the vessel which the Captain told him he would be happy to sell him on his arrival either at Malacca or Singapore; but this would not suit him; the vessel must be sold at Salengore. Failing in this object he requested to be shown the Cabin, and expressed some astonishment on observing arms and ammunition kept in a state for immediate service; telling the Captain not to be afraid, as Salengore belonged to him, and none of his friends need be under any apprehension while he was present. "It is remarkable," says the narrator, "that the boat which I alluded to as having left one of the large prahus, was the same one in which the Rajah came alongside the Schooner; and the appearance of her crew, and the manner in which both them and the boat were armed, seemed to justify the fears previously entertained by me of their suspicious character." His highness soon after took his departure, promising to send off the water and fodder before night. Just as he had gone over the side, the Captain of the *Bentinck* slipt down into the Cabin, and, while the Rajah's boat was gradually dropping astern, overheard him giving directions to his people in an under tone. His instructions were apparently of a hostile nature, as he observed to the boat's crew, that the stern of the Schooner was unarmed, and would be the best place to effect an entrance. Upon hearing this the Captain went on deck and sung out, so as the Rajah might hear him, for the gunner to bring one of the six pounders aft to load it with grape, thinking to intimidate them. At dusk he observed three large boats pulling out towards the Schooner, and the prahus preparing to get under weigh, upon which he slipt cable and stood out to sea. The Rajah noticing this, permitted the boats crew to depart, as they had been detained all the while on shore. After putting to sea the *Bentinck* fell in with the *Diana* Steam Boat, and with her returned to Salengore, where they arrived next day, for the purpose of getting an explanation from his Salengore highness; but it appears that the sight of the *Diana's* smoke at a distance, acted with talismanic effect upon his Majesty; for, before they could reach their anchorage, the water was there waiting for them. The Panglimah apologized for not having been able to procure the water and bring it off the previous evening in consequence of the roughness of the sea, or some such excuse; and stated that the Rajah was gone into the interior. Captain Congalton, apparently satisfied with this explanation, shaped his course for Penang, and the Schooner sailed for Malacca, having reached this on Monday last. The Captain on arriving here proceeded to the Police and made a deposition of the circumstances here narrated, and sailed the same evening in prosecution of his passage to Singapore. We think that sort of biannual warning from the Straits Government might act with salutary effect upon this predatory chieftain and his piratic hordes; as it is too evident that he is connected with them, and gets a share of the plunder amassed by that class of desperadoes.—*Weekly Register, May 7.*

DUTCH SQUADRON.

By private letters from Singapore received during the week we learn that a squadron of Dutch men-of-war had arrived at the Dutch Settlement of Rhio, whose destination, it is conjectured, is China. At the date of our last advices, one of the squadron was at anchor in the harbour of Singapore.—*Ibid.*

MILITARY ON DIT.

That in consequence of the amount of sick Sepoys in the military hospital at Singapore, and the number who have been sent on to Madras in a state of debility, another Company of the 8th will be withdrawn from here for garrison duties at that Settlement. What an apposite illustration of the remarks we had occasion to make some weeks ago in reference to the troops of the China armament.—*Ibid.*

SYED SABBAN.

We understand that a letter from the authorities has been sent after this personage, who has proceeded up into the interior and is at his mad pranks again among the Native states, demanding his return to Malacca. Whether he intends employing or not remain to be seen. We are of opinion that some better security than the insecure one of his monthly stipend should be required of him, as he is known to hold the hundred Rupees he receives monthly from the East India Company in the most sovereign contempt. The inadequacy of which, for what he considers the valuable service he rendered the government during the late disturbances, rankles still in his breast. We trust that the present unprotected state of the Settlement, and the intended withdrawl of more troops from here, will not be taken advantage of; as we should be very sorry to have a repetition of the Nanning festivities.—*Ibid.*

HORRIBLE OCCURRENCE ON THE BRIG EMMA.

On the Saturday morning last, the Brig *Emma*, belonging to this Port, came into harbour from Penang, which place she left on the 6th instant. The Nacodah, on landing, proceeded to the Police office and reported, that several of the crew and passengers had been killed, and others severely wounded by two Malays whom he had taken on board at Penang. The Chinese Nacodah stated, that before the *Emma* left the harbour of Penang, two Malays came on board, reported they were Natives of *Banjar* (supposed to be *Banjarmassin*) and requested a passage to Singapore. They were accordingly received, and appear to have conducted themselves very orderly for several days; the character given of them during this period, was that of being very quiet inoffensive people. On Friday night last about 11 o'clock, while the vessel was on this side of *Lookoot*, and within few hours' sail of Malacca the crew and passengers dispersed themselves about the deck of the vessel for the purpose of taking a pleasant night's rest, made doubly pleasant by their proximity to Port, while the Brig was going under a favourable breeze as the moon shone brightly, The Nacodah was sitting aft near the taffrail conversing with the man at the helm when their attention was arrested by a noise and a cry of terror proceeding from the fore part of the vessel, immediately after' one of the men who had been wounded, ran aft and acquainted them, that the Malay's they had taken on board at Penang were runing *amok*. The Nacodah rushed forward and aroused all the crew and the passengers and endeavour to secure, the murderers, but while doing so the Malays had jumped overboard. The vessel's yards were quickly swung round, and her sails thrown aback, but before she came to or they could stop her way, they were either so far astern that they could not be seen, or they had gone to the bottom.

The casualties are one poor aged native of the Coromandel coast killed on the spot one of the crew who died within two hours of the wounds he received, beside ths, there are six more of the crew and one King wounded desperately, one of whom the gunner died at the pauper hospital during the night of the day he was brought on shore. The other men, as far as we can learn are likely to do well. The *Emma* left this for Singapore on the evening following the day of her arrival.

The murderers are described as poor miserable and meagre looking wretches, and one of them apparently, a very young lad. A Creese was afterwards found in the vessels, which is now in the custody of the Police Constable. To judge by the mark of the blood stain on it, some of their victims must have received thrusts to the depth of four or five inches.—*Weekly Register, May 14.*

SHIPPING INTELLIGENCE.

ARRIVALS.—May 7th.—H. C.'s Steamer Diane S Congalton, from Panang 4th inst.

8 h.—British Barque Inez, D. Eaton, from Singapore 6th inst. passing for Penang.

9th.—British Ships Sulimany, Mac Farlane, from Calcutta 15th ultimo; British Ship Rustomjee Cowasjee, Galle from Madras 14th ultimo; British Brig Emma, Tan Beng Chong, from Penang 5th instant, and British Barque John Adam, Eade, from Madras 14th ultimo.

10th—Portuguese Brig Constitucio, Danenbers. from Penang 7th instant, and British Barque Fattal Khair, Tan Guan, from Singapore 15th instant.

13th.—British Brig Sakee, Lim Heow, from Penang 8th instant; British Brig Lydia Eastgate, J. Felix, from Penang 9th instant and British Brig Elphinstone, Abdulrahman, from Singapore 13th inst. for Penang.

PASSENGERS.

Per Diana.—Mr. Mitchel.

Per Sulimany, —9 Officers of H. M. 49th Regiment, and 156 Rank and File.

Per Rustomjee Cowasjee.—Col. Montgomerie; Capts. Anstruther and Moore; Lieurs. Balfoud Gabett, Barrow, Little, Cadell, Florton and Baker; Surgeons Grant and Maclean, with a detachment of Dadras Artillery,

Per John Adam.—Capt. Pearl; Lieuts. Cotton, Birdmour, Gordon, Ruudall, and Ouchterlony; Surgeons Johnston and Williams, and a detachment of Sappers and Miners.

Per Constitucio.—Major Almaida and son.

Per Sakee.—Lieut. Foulis.

DEPARTURES.—May 7th.—H. C.'s Steamer Diana, S. Congalton, for Singapore.

9th.—British Ship *Sulimany*, MacFarlane, for Singapore.

11.—British Ship *Rustomjee Cowasjee*, Gallie, for Singapore; British Brig *Emma*, Tan Beng Chong for ditto; British Barque *John Adam*, Eale, for ditto; Portuguese Brig *Constitucio* Danenberg, for ditto, and British Barque *Fatta, Khair*, Tan Guan, for Penang.

13.—British Brig *Sakee*, Lim Heow, for Penang.

14th.—British Brig *Lydia Eastgate*, J. Felix, for Singapore.

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Per John Adam.—Capt. Pearl; Lieuts. Cotton Birdmour, Gordon, Rundale, and Ouchterloney; Surgeons Johnston and Williams, and a detachment of Sappers and Miners.

Per Constitucio—Major Almeida and son.—*Weekly Register, May 14.*

SINGAPORE.

THE CHINA EXPEDITION.—In the course of the week H. M. Sloop of War *Larne* and H. M. Brig *Algerine*, came into port from Penang, and as also the transports *Defiance, Edmonstoue, Ennaad, Indian Oak*, and *Rohomany* with the *Comeronians* on bord.—*Free Press, May 14.*

Commodore Sir J. J. G. Bremer has since his arrival hoisted his pendant on board of H. M. ship *Wellesley*, and it is reported that the squadron now at this station under his orders, together with the transports now and that may have then assembled, will proceed from this to China on the 20th instant.—*Ibid.*

BATAVIA.—By the arrivals from Batavia during the week we have received the *Java Courant* of 25th and 29th ultimo, from which we learn that the *Sultana*, Lyell, from Singapore the 8th *Laura*, Day, from Singapore, the 10th ultimo, and the *Susan* Kearty, from China, passed Anjer on the 23d ultimo, for London.

Private advices of 30th ultimo mention that the Batavia market continued very dull for all descriptions of produce excepting Coffee, which was much sought after. Upwards of 3 000 piculs had just arrived from Padang most of which found buyers at *f.*28 while some parties held for *f.*29. For Java Coffee deliverable in September October *f.*30½ cash, was offered, but holders asked *f*31. There was little free Coffee in the market, and no intimation of Government intending to bring forward any part of this years crop to public sale. Sugar was quoted at *f.*12½ a *f.*13½ being a decline of about *f* 1 per pel. no former prices. There was little offering and a further decline expected. In Rice there was little doing and prices had declined fully *f.* 15 per Koyn. Tin was in good demand at *f.* 50 per pel. Exchange on London from at *f* 13½. and bills very scarce.—*Ibid.*

SHIPPING INTELLIGENCE.

ARRIVALS.—May 10th. H. M. S. *Larne*, Blake, from Penang 6th May; H. C. S. *Madagascar* Dicey, from Calcutta 18th April; Ship *Indian Oak*, Grainger, from Penang 6th May; Barque *Defiance*, Evatt, from Penang 6th May; Barque *Blundell*, Trail from Calcutta 8th April; Ship *Selimany*, McFarlane, from Calcutta 8th April.

DEPARTURES.—May 11th, Ship *Mavis*, Jones for China; Brig *Patriot*, for Penang and Calcutta; Schooner *Columbine*, Major, for Calcutta 13th, ship Atiet *Rohowan* Lugrin, for Bombay.—*Ibid.*

CALCUTTA.

The following is a reprint of a *Calcutta Courier* extra, just issued:—

"We think the following intelligence too interesting not to circulate it without an hour's delay. It is from a source which may be relied upon. The letters are dated the 20th.

Accounts were received yesterday from Cabul of a Detachment under the Command of Captain William Anderson, of the Artillery having gained a complete victory over the assembled tribe of Ghilzees, between Ghuznie and Kundahar. The force consisted of Captain Anderson's Troop of Horse Artillery, the 5th Battalion of the Shah's Infantry under Captain Woodburn, Detachments of Cavalry under Captain Arthur Tayler and Lieutenant Walker, all of the Shah's Service.

The Ghilzees are represented to have fought with courage, and repeatedly charged down upon the 5th Infantry under Captain Woodburn, who repulsed them with great slaughter. Captain Tayler and Lieutenant Walker were still in pursuit of the enemy who left 150 killed on the ground.

The moral effect this brilliant affair will have on the turbulent tribes in Affghanistan where they have been fairly driven from their own strong position by the troops of Shah Soojah, unassisted by any of the regular troops, will, it is presumed be great, and contribute materially to prevent any further attempts on the part of those still opposed to the Shah's government."—*Hurkaru, 12th lune.*

We received yesterday a file of Malacca journals to the 14th of May, from which we have made a few extracts, which will be found under the usual head in another part of our paper. The principal items contained in these papers, are the announcement of the arrival of a squadron of Dutch men-of-war at Rhio, from whence, it was supposed, they would sail for China, but for what purpose is not ascertained. A couple of miserable-looking Malays had been running *amock* on board of the brig *Emma*. They came on board the vessel as passengers, at Penang and behaved very well until they were in the vicinity of Malacca, when they one night wounderd and killed several of the passengers and crew, and then jumped over board, and were not seen again, though the vessel was hove too in order to pick them up. The Rajah of Salengore had been proceeding towards the Captain of the *Bentinck*, in a manner that would justify a suspicion that he intended to commit a piracy on his vessel. He was, however, frightened into good behaviour, on the arrival of the Steamer *Diana*, of which vessel the petty rajahs seem to entertain a sovereign dread. We have not the slightest doubt, that His Majesty of Salengore, and the other independent Malay chiefs, are the main props of piracy in the Straits; and the cause of humanity therefore demands, that they should be summarily coerced into good behaviour. Almost all the pirates apprehended, have proved to be the subjects of these native chiefs, whose territories affords marts for the disposal of the plunder taken by these blood-thirsty villains; and as the Rajahs have the power to controul, in a great measure, the actions of their subjects if they encourage them to perpetrate depredations on peaceable traders, rather than to resort to agriculture and commerce for a livelihood, they should be punished as the aiders and abettors of the enemies of mankind in general.—*Hurkaru, June 12.*

MADRAS.

MILITARY STATION ON THE NEILGHERRY MOUNTAINS.

The establishment of a Military Station on the Neilgherry mountains, for European troops, is very properly brought forward by a Correspondent in our issue of to-day, who points out how much more benefit would result from this plan, than from the best constructed Barracks which could be erected at the hot and unhealthy station of Trichinopoly. It is indeed much to be regretted that, while our European troops are distributed almost indiscriminately over the sultry plains of Southern India there should be no Sanatarium, or Military Station, on the cool and healthful summits of the Neilgherries, where at least a portion of our countrymen might always be enjoying the advantages of a salubrious and congenial climate, with benefit to themselves, and, we believe, without detriment to the public service. Many a valuable life, now needlessly and prematurely sacrificed in hot unhealthy stations, might then be preserved, while the rotation to this favoured spot would be a cheering prospect to those Regiments which were unavoidably stationed at less healthy places. Whether viewed in reference to humanity alone, or in connexion with the public good, as influenced by the healthy and efficient condition of our European Regiments, and by the feeling of satisfaction which must be diffused among them on finding that every practicable attention was paid to their health and comfort, the measure we have alluded to is most deserving of adoption, and would be attended with the happiest results.

We would respectfully press on the attention of Lord Elphinstone and the other members of Government, who are now enjoying the cool atmosphere and renovating climate of the Neilgherries, whether it is consistent with reason or humanity that, of the thousands of Europeans located in this Presidency, the advantages of that favoured spot should be accessible to so few, while, by establishing a Military Station there, it might in regular rotation fall to the lot of each European Regiment to sojourn on these mountains for a period of twelve months in every eight or ten years. Our Government must now have ample leisure to make the necessary arrangements, and before another year expires an important boon might, by their exertions, be conferred upon the European portion of our Army. Will this pleasing opportunity of benefitting our military countrymen be thrown away—we trust it will not.—*Spectator, June 13.*

CEYLON.

THE GOVERNOR.

We are happy to learn that His Excellency's health continues to improve at Galle, notwithstanding the melancholy intelligence of the loss of a member of his family—the Hon'ble FRANCES MACKENZIE, who lately died at Rome.—*Observer, June 4.*

THE REV. MR. GLENIE.

We understand that under instructions from the Secretary of State, orders have been issued to the Archdeacon to direct his son the Rev. Mr. Glenie to proceed to Trincomalie as soon as possible to undertake the duties of Colonial Chaplain at that station, in the room of the Rev. Mr. Horsford who is to come to Colombo. It is added that Mr. Glenie has the option of remaining at Colombo on £400 per annum, or going to Trincomalie on £ 700. In consequence however of the delicate state of health of a member of his family, Mr. G. is informed that he may at once commence to draw the £ 700 per annum, if it be his intention to accept the Trincomalie station. Mr. Horsford will of course continue to receive £ 700 a year at Colombo. As this arrangement will be pleasing to most of the parties in any way concerned, we hope it may prove satisfactory to all.—*Ibid.*

ST. PAUL'S CHURCH.

From the silence that has been observed respecting this building, once such a bone of contentions, doubtless, our country friends imagine that the fear expressed for its safety in another quarter have been long since realized, and that the sacred edifice lies level with the ground. What will their surprze then be when we inform them that it still stands securely as ever, as it will if necessary for 10 years to come.

But not only has St. Paul's Church stood, but the Scotch Presbyterians lately applied for permission for the Rev. Mr. Macvicar to preach in it; and were refused, not because it is held in trust for the Episcopalian congregation.—*Ibid.*

THE PAUMBAN CHANNEL.

We have been not a little surprized at the sanguine opinions lately expressed as to the extent to which the works now in progress at Paumban would succeed, convinced as we are that the expectations are far too extravagant, and will never be realized. Our contemporary here has assisted in spreading these erroneous ideas, but even the Madras *Spectator*, that is generally well informed upon such subjects. appears to be quiet *at sea in this channel*. A short time since we were gravely told to picture to ourselves the Paumban so much deepened that no ships coming by the Cape of Good Hope would have to go round Ceylon, as all would be able to pass up the Gulph of Manaur slip through the Pass, and on to Madras, Calcutta or the World's end. No sooner had we smoothed our countenance after this sage announcement, than we were astonished at the publication of the proposed rates of Pilotage through the Paumban Channel, which give the progressive charges for vessels or different sizes until it comes to "1,000 tens and upwards."—Doubting the correctness of our own information this led us to make enquiries from the best sources, but the result has given us no reason to change the opinions we always entertained.

The depth of water in the Pass is about 7½ feet generally, we are assured by parties well acquainted with the locality; and beyond 8 feet it will be of no use to carry the improvements, because, for a considerable distance at both sides, the Pass cannot be approached by deeper water than about 8 feet. The *Wellington* which is only 80 tons, in passing through lately, the quite light, had to be partly lifted out of the water by a large boat lashed at either side of her. The improvements will therefore consist of clearing this 8 feet channel for the benefit, certainly very great, of the small coasting craft, but as to "Ships of 1,000 and upwards" they will never be able even to sight from their mast heads the Paumban Pass.—*Ibid.*

THE CAPE.

By the *Sesostris* we have received Cape Papers to the 11th April.—The *Tanjore*, for whose safety some fears were entertained here, she being considered over due at Colombo, arrived at Table Bay—all well—From thence she sailed on the 3d for Simon's Bay which she reached on the 7th, where she had to discharge Government Stores; so that no apprehensions need be felt as she is now not more

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than due here. The Bark *Isabella*, Sexton, from Ceylon, arrived on the 8th March and sailed again on the 14th; Master Douglas Le Geyt died at Sea on the 1st February.—The *Malabar*, having on board the late Governor of Mauritius, arrived on the 12th March.—H. M. Ships *Terror* and *Erebus* on a voyage of discovery in high Southern latitudes arrived on the 15th and 16th of March. The Steamer *Hope* was totally lost on the rocks near Delagoa Bay. The crew and passengers, amongst whom were several women and children, were saved with difficulty by means of a raft. The Ship *Paragon*, Ogilvy, from Mauritius, went ashore on Green Point near the Light House, when entering Table Bay on the night of the 1st April. The French Ship *Le Lise* to Bordeaux from Mauritius, was also totally lost off Agulhas Point (or Cape Destruction as it has been appropriately designated) when the Captain, Officers and others, to the number of 20 perished, 13 persons only being saved. How many more lives and how much property are to be lost at this fatal spot before a Light House is erected? Another Slaver, having 568 negroes on board, had been brought into Simon's Bay the *Modeste*; and it was said two other slave vessels had been captured and sent to Mauritius.

Intelligence had been received from Port Natal. that the Commando sent by the Emigrants against DINGAAN had been completely successful. They had captured, it was said, 36,000 head of cattle, and the "Chief Commandant" Pretorius, had confiscated the Kingdom of Dingaan in satisfaction of the expenses to which they have been put by their expeditions against him! PANDA has continued faithful to his new allies, and has been proclaimed King of the Zoolas in the place of Dingaan.—*Observer, June 8.*

European Intelligence.

DISCOVERY OF THE NORTH WEST PASSAGE.

(*From the United Service Journal for May*)

An interesting communication has been recently received at the Hudson's Bay House, from the parties, who have with so much perseverance and apparent success, prosecuted the discovery of a North West Passage. Messrs. Dease and Simpson, with their party, reached Cape Franklin on the night of the 20th of July last, and having rounded Cape Alexander, on the 28th, in which they encountered great peril from a violent head-wind and drifting ice, the narrative thus proceeds.—

From Cape Alexander, situate in lat. 68 deg 56 min. North, long. 106 deg. 40 min. W., to another remarkable point in lat. 68 deg. 33 min. N., long. 98 deg. 10 min. W., the Arctic coast may be comprised in one spacious bay, stretching as far South as lat. 67 deg. 40 min., before it turns off abruptly northward to the last mentioned position. This vast sweep, of which but inconsiderable portion was seen by Mr. Simpson last year, is indented by an endless succession of minor bays, separated from one another by long narrow projecting points of land, enclosing an incalculable number of islands.

From this description it will be evident that our route was an extremely intricate one, and the duties of the survey most harrassing; but, whilst perplexed beyond measure in finding our way through these labyrinths, we derived great advantage from the protection afforded by the islands from the crushing force of the seaward ice, and the weather was generally clear. In fact, the most serious detention caused by ice on this part of the voyage, was from the 1st to the 5th of August, on a point that jutted out beyond the insular chain. White Bear Point, as it was called, lies in lat. 68 deg. 7 min. 85 sec. N., long. 103 deg. 36 min. 45 sec. W., variation 54 deg. 45 min. E. These bays and masses of islands present a distinct succession of geological features, which can be best illustrated by our series of specimens of the rocks that compose this wild and barren coast. Vestiges of Esquimaux, mostly old, were met with wherever we landed. They appear to subsist in single families, or very small parties, and to travel inland for the deer hunt in the month of June, not returning to their sealing islands till the ice is set fast in October. A river twice the size of the Coppermine, which falls into the lat. 68 deg. 2 min. N., long. 109 deg. 15 min. W., is much resorted to by rein deer and musk oxen in the summer season.

Finding the coast, as already remarked, trending northerly from the bottom of the great bay, we expected nothing less than to be carried round Cape Felix of Captain James Ross, contrary to the conjecture hazarded by Mr. Simpson in his narrative of last year's journey. On the evening of the 10th August, however, (at the point already given), we suddenly opened a strait running in to the southward of east, where the rapid rush of the tide scarcely left a doubt of the existence of an open sea leading to the mouth of Back's Great Fish River. This strait is ten miles wide at either extremity, but contracts to three in the centre. Even that narrow channel is much encroached upon by high shingle islands, but there is deep water in the middle throughout.

The 12th of August was signalized by the most terrific thunder storm we have ever witnessed in these regions. Next day it blew roughly from the westward, with a very dense cold fog, but we ran rapidly south-east, passed Point Richardson and Point Ogle of Sir George Back, and continued on till the darkness of night and the increasing gale drove us ashore beyond Point Pechell. The storm shifted to the north-east, and lasted till the 16th, when we directed our course with flags flying to the Montreal Island. On its northern side our people, guided by Mackey, soon found a deposit made among the rocks by some of Sir George Back's party, but, as Mackey seemed to think, without that Officer's knowledge. It contained two bags of pemican, and a quantity of cocoa and chocolate, all perfectly rotten, besides an old tin vasculum, and two or three other trivial articles, of which we took possession as memorials of our having breakfasted on the identical spot where the tent of our gallant though less successful precursor stood on his return from Point Ogle to the Great Fish River that very day five years before.

The arduous duty we had, in 1836, undertaken to perform, was thus fully accomplished; and the length and difficulty of the route back to the Coppermine would have amply justified our immediate return. We had all suffered more, or less from the want of fuel, and the deprivation of warm food, and the prospects grew more cheerless as the cold weather stole on apace; but having already ascertained the separation of Boothia from the American continent, on the western side of the Great Fish River, we determined not to desist till we had settled its relation thereto on the eastern side also. A fog which had come on dispersed towards evening, and unfolded a full view of the picturesque shores of the estuary. Far to the southward Victoria Headland stood forth so clearly defined, that we instantly recognised it by Sir George Back's exquisite drawing. Cape Beaufort we almost seemed to touch, and with the telescope we were able to discern a continuous line of high land as far round as north-east, about two points more northerly than Cape Hay, the extra eastern point seen by Sir George Back.

The traverse to the furthest visible land occupied six hours' unremitting labour at the oar, and the sun was on the 17th, when we scaled the bluff and singularly shaped Rocky Cape, to which our course had been directed. It stands in latitude 68 deg. 3 min 56 sec. N., longitude 94 deg. 35 min. W. The azimuth compass, by Jones, settled exactly in the true meridian, and agreed with two others, by the same maker, placed on the ground. From our proximity to the magnetic pole, the compass had latterly been of little or no use; but this was of the less consequence, as the astronomical observations were very frequent. The dip of the needle, which at Thunder Cove (12th August) was 89 deg. 29 min. 35 sec., had here decreased to 89 deg. 16 min. 40 sec. N. This bold promontory, where we lay windbound till the 19th, was named Cape Britannia, in remembrance of our glorious country. On the beetling rock that sheltered our encampment from the sea, and forms the most conspicuous object on all this part of the coast, we erected a conical pile of ponderous stones, 14 feet high, that, if not pulled down by the natives, may defy the rage of a thousand storms. In it was placed a sealed bottle, containing a sketch of our proceedings, and possession was taken of our extensive discoveries in the name of Victoria I., amidst the firing of guns, and the enthusiastic cheers of the whole party.

On the 19th, the galeshifted from N. E. to E. S. E., and after crossing a fine bay, due east, with no small toil and danger, the coast bent away northeast, which enabled us to effect a run of forty miles. Next day the wind resumed its former direction, and after pulling against it all the morning among the shoals and gaining only three miles we were obliged to take refuge in the mouth of a small river.

From a limestone ridge, about a league inland, we obtained a view of some very remote blue land in the north-east quarter, in all probability one of the southern promontories of Boothia. Two considerable islands lay far in the offing, and others, high and distant, stretched from E. to E. N. E.

Our view of the low main shore was confined to five miles in an easterly direction, after which it appeared to turn off greatly to the right. We could, therefore, scarcely doubt not having arrived at that large gulf uniformly described by the Esquimaux as containing many islands, and with numerous indentations stretching down southward till it approaches within forty miles of Repulse and Wager Bays. The exploration of such a gulf, which was the main object of the Terror's ill starred voyage, would necessarily demand the whole time and energies of another expedition, having a starting or retreating point much nearer to the scene of operations than Great Bear Lake; and it was quite evident to us that any further foolhardy perservance could only lead to the loss of the great object already attained, together with that of the whole party. We must here be allowed to express our admiration of Sir John Ross's extraordinary escape from this neighbourhood, after the protracted endurance of our ships, unparalleled in arctic story. The mouth of the stream, which bounded the last career of our admirable little boats, and received their name, lies in lat. 68 deg. 28 min. 27 sec. N., long. 97 deg. 3 min. W.; variation of the compass, 16 deg. 20 min. W. The strong wind that had forbidden our advance, gave wings to our retreat.

The same night, the 20th of August, we landed once more at Cape Britannia, and next morning we crossed the inland direct to Point Pechell, with a heavy sea. On the 22nd we explored a long narrow bay on the west side of Point Ogle, which extends to the 68th parallel of latitude. The north wind blew roughly, with sharp frost, and next day we got no further than Richardson. Thence we crossed over on the 24th, to what had from the continent appeared like islands, but which we rightly conjectured to form part of the southern shore of Boothia, or, to speak with greater precision, of that land on which stands Cape Felix of Captain James Ross. This shore we had the satisfaction of tracing for about sixty miles till it turned up to the north, in lat. 68 deg. 41 min. 16 sec. N., long. 93 deg. 22 min. W. Only fifty-seven miles from Ross's Pillar the dip of the needle was 89 deg. 28. min. 45 sec. N., the magnetic pole bearing N. N E., distant ninety miles. The variation, as shown by both the azimuth compass and the horizontal bar needle, was 45 deg east. The objects seen on this coast are easily enumerated—a low uninteresting limestone tract, abounding nevertheless in reindeer, musk oxen, and old native encampment. To the westward a good deal of ice appeared, and vast numbers of snow-geese passed high overhead in long triangular flights, bound for milder skies.

Whilst engaged in taking observations, our men constructed another durable memorial of our discoveries, which wss saluted in the usual manner. Then, recrossing the strait on the 25th, we resumed for some time our outward route, only keeping more along the seaward verge of the islands, so as to shape straighter course.

The weather, from being threatening and unsettled, soon became unequivocally severe. On the 29th of August, a snow-storm began, that lasted for seven days, during four days of which we were fixed to a single spot by the violence of the N. W. gales; while the frost was so keen, that the pools among the rocks on which we lay become solid enough to bear up a man. A more moderate interval succeeded this fierce outbreak. Quitting the continent again, at the large river already mentioned, struck N. N. W., for an extensive island, twenty-two miles off, which we coasted N. W. for twenty miles; and shortly before sunset, on the 6th of September, stood out thence due N., for the nearest point of Victoria Land, which proved equally distant. We have never seen anything more brilliant than the phosphoric gleaming of the waves when darkness set in. The boats seemed to cleave a flood of molten silver; and the spray, dashed from their bows before the fresh breeze, fell back like showers of diamonds into the deck. It was a cold night, and when we at last made the land, cliffs, faced with eternal ice, obliged us to run on for a couple of leagues before we could take the shore with safety. The coast of Victoria Land, which we explored for upwards of 150 miles, is incomparably the boldest we have met with in these seas. Often near the shore, no bottom could be found with thirty-five fathoms of line; and the ceruleon blue colour of the water everywhere indicated a profound depth. There are several noble bays, the largest of which, N. W. of Cape Alexander, is twenty miles wide, and equally deep, backed by snowclad mountains. It attains to 69 deg. 40 min. N., the highest latitude of this voyage. At length we reached the extreme point seen by Mr. Simpson from Cape Franklin in 1838, where the coast of this large country begins again to trend northward of west. Cape Barrow lying by computation S. S. W., distant fifty miles. On the 10th September, we crossed this magnificent strait, with a strong E. S. E., or side-wind, and a rough sea, in wich our gallant boats, old and worn-out as they were, acquitted themselves beyond our most sanguine hopes. Our return from Cape Barrow was miserably retarded by furious N. W. winds and severe stress of weather. Winter permanently set in on the 15th September; and next day, to the undisguised joy of the whole party, we reentered the Coppermine River, after by far the longest voyage ever performed in boats on the Polar Sea. Leaving one of our little craft together with the remains of the pemican (which through age and long exposure was become quite mouldy), and various other articles, as a prize to the first Esquimaux who may visit the Bloody Fall, we ascended the river with our double crew in four days, abandoned our tents, and everything but absolute necessaries, crossed the barren grounds up to the knees in snow, having unluckily left our snow-shoes on the coast, and safely reached Fort Confidence at dusk on the 24th. The fisheries had failed sooner than ever, and we had good reason to congratulate ourselves on not being doomed to pass a third winter within the Arctic Circle.

After settling with the Indians, liberally rewarding the most deserving, and supplying all with ammunit on gratuitously, we took our departure on the evening of the 26th, in two inland batteaux: one belonged to the expedition, the other came from Fort Simpson, sixteen days before our arrival.

Our passage of Great Bear Lake was most boisterous and inclement. In crossing the body of the Lake, and other considerable traverses, our boats, with everything in them, and even the very clothes on our backs, became converted into shapeless masses and concretions of ice. It was high time for us to escape from Great Bear Lake, for the temperature, which was at 4 deg. below zero when we landed at the head of the river, on the evening of the 4th of October, fell 10 deg. lower in the course of the night, and the next day we descended the rapid stream in the very midst of the driving ice. On entering the Mackenzie, we experienced a temporary mitigation of this excessive cold; but we should most assuredly have stuck fast above Fort Norman, had not the northern gales again arose in their strength, and while they shattered and dispersed the rapidly forming ice, enabled us to stand the current under close-reefed sails. At noon, on the 14th October after forcing our way, with no small risk, through the torrent of ice forced out by the rivers of the mountains, we reached this place, [Fort Simpson,] and were cordially welcomed by our valuable friend, Chief Trader M'Pherson, who had for some time given up all hopes of our arrival.

Most of our people are still afflicted with acute pains and swellings in the limbs, caused by cold and exposure; and we are assured by Mr. M'Pherson, that he has never known or heard of so early or vigorous a commencement of winter in Mackenzie's River. On the other hand, so fine a spring as that of 1839 seldom visits these frozen regions; and to this favouring circumstance, under Providence, ought our signal success to be partly ascribed.

October 30.—The state of the ice at length enables us to despatch couriers to Slave Lake. In the mean time, Governor Simpson's highly valued letter of the 17th of June, which unfortunately missed us in our way hither, has cast up overland. We rejoice in having anticipated the Russian expedition, and secured to our country and the Company the indisputable honour of discovering the North-West Passage, which has been an object of search to all maritime nations for three centuries. When our expedition was planned at Norway-house, in 1836, it was confidently expected that Sir George Black would have achieved the survey of the Gulf of Boothia with the Terror's boats, and that our meeting at the mouth of the Great Fish River would have left no blank in the geography of northern America. That officer's failure, the exhaustion of our men and means, and the necessity of a new wintering-ground, render a fresh expedition indispensable for the examination of the Gulf of Boothia, the circuit of which to the Strait of the Fury and Hecla, according to the Esquimaux accounts, cannot be less than 400 or 500 miles. It only remains for us to recommend to your approbation the plan proposed by Mr. Simpson to perfect this interesting service; which, as he had no wish to avail himself of the leave of absence granted, he is prepared to follow up whenever the limited means required are placed at his disposal.

We have the honour to be your most obedient humble servants,

PETER W. DEASE.
THOMAS SIMPSON.

To the Governor, Deputy-Governor, and Committee of the Hudson's Bay Company London.

A DSCERIPTIVE AND HISTORICAL NOTICE OF ADEN LATELY CAPTURED BY THE BRITISH.

(*Concluded from our last issue.*)

The Turks, it is seen, were expelled about the year 1630. To them succeeded in the possession of a great part of Yemen the Imaums of Sana; but a short time was sufficient to show that they had not the requisites for keeping the territory they had obtained In 1705 the Foutalee, Abdallee, and Houshebee tribes declared their independence, which they have ever since maintained. Aden fell into the hands of the Abdallee chief, but it was with the assistance of the Foutalees he obtained it, and, as a recompense, the yearly sum of 365 crowns was guaranteed them upon the customs. When the British took Aden they promised that this sum should still be paid; and it was so until the treacherous attack made by Sultan Mhoussin and the Foutalees, on the 11th of November, 1839, deservedly caused them to be deprived of any acknowledgment of a pecuniary nature. The attack alluded to was made about an hour before daylight. A party of Arabs managed to turn both flanks of the Darub el Arabi by wading, and advanced until checked by the fire of the troops stationed on the heights: the day breaking soon convinced them of the fruitlessness of the attempt, and they at length summoned up resolution to run the gauntlet of one of the flanks of the wall; their friends in front of it advancing at the same time, to distract the attention of the troops. The Arabs effected their exit with considerable loss, and shortly after the whole body, who may have amounted to 3000, drew off, and ultimately dispersed to their homes. The troops were unable to follow them up, having neither cavalry not bullocks to draw a single gun. A few months after the taking of Aden, Captain Fosver, of the Bombay Engineers, an officer of great merit, was sent to report upon the exsisting defences, those it might be necessary to erect, and the capabilities generally of the place. His plans, to all who saw them, must have conveyed a high idea of the natural strength of Aden, and that it might be made almost impregnable both from sea and land; in fact, a second Gibraltar. Hitherto, however, from the necessity which exists of referring everything of importance to England, they have in no one instance been carried into effect. All that has as yet been done has been to rebuild the ruined wall across the isthmus, flanking it with two field-works, and placing redans to the number of three between them. This line of fence is not a good one; for, as Gibbul' Hudeed (the Iron Mountain) commands one of the field-works, of which it is immediately in rear, and as it has been shown that no difficulty exists to prevent the Arabs from turning the flanks by wading in the water, a liability is incurred of the communication of the troops being entirely cut off. Perhaps, however, as a temporary measure, pending the line of the heights being put in repair, it is judicious to keep the Darub el Arabi *in statu quo*. There are now eleven guns and two mortars distributed amongst the field-oarks and redans.

Of the three Christian bishopricks which existed in Yemen, before the birth of Mahomed, Aden was one, the others being Nejeran and Dhafarn Mr. Cruttenden, of the Indian Navy, who visited Sana in 1836, starting from Mocha, and passing through the Tehama, mentions that the country round Mareb, eight days journey to the northeast of Sana, is termed by the natives the Urd-e-Sahaa, and he was informed by several intelligent men that stones were frequently found, having on them the representation of "a woman holding a child in her arms," and that "the child had something round its head like a star." He was not successful in obtaining any specimens of these stones or coins. The illness of his companion, Doctor Hulton, who died shortly after precluded them from visiting Mareb, for they had agreed with an Arab Sheik to take them there. In Aden was a celebrated temple of the Hamyarites (kings of Yemen,) dedicated to the Sun, which luminary the Sabæans principally adored, and there landed Arryat, son of the Neguz of Abyssinia, which an army of 70,00 men, in the year 529, had effected a conqueed which placed a Christian dynasty on the throea of Yemen. One of these kings even besiegd Mecca, but he was defeated by the valour of the Beni Koreish. There is a great field for antiquarian research in this part of Arabia, and one a tha is almost untouched.

The Abdallee tribe are in number bout 10,000, of whom the Sultan of Lahidge can bring into the field 2000: he is rich and avaricious, and about fifty-four years of age. Besides Sultan Hamed, his heir, he has several sons and daughters. At Lahidge, which is a populous town, containing about 3000 inhabitants, Sultan Mhoussin has a large castellated house, in which is concealed his money. His body-guard consists of 300 slaves, who are chiefly Seedees. The town stands in a large plain, surrounded by date trees and gardens, in which are grown melons, limes, mangoes, almonds, blantains, several kinds of vegetables as radishes, spinach, gourds, the egg-plant, and jasmine, looking in the distance quite like a Land of Promise, from the gloomy rocks of Aden Many of the Abdallees are in the service of the native powers in India, who, however, will only take the town Arabs, the Bedouins being held held in such high estimation. It is, consequently, no uncommon circumstance to meet men possessing a good colloquial knowledge of Hindustani, who are very useful as interpreters.

The territory of the Yaffais has that of the Abdallees on the S. W., and the Foutalee country to the N. E. This tribe has, within a few years, been dispossessed of a large district by their restless neighbours, the Foutalees. They cannot muster more than 1500 matchlocks. The Foutalees, or descendants of Othman (Owlad Othman), possess a large extent of coast (about seventy miles). Shugra is their principal port: it contains 200 houses, and one stone building, the property of the Sultan. The tribe amount to 15,000, of whom 4000 carry arms. Assalah is the residence of the chief, sometimes called Abiun, and thirty-five miles from Aden. The Ourlegees, to the eastward of the Foutalees, are a very powerful tribe: they are said to muster 7000 or 8000 fighting men. Hoaur is their chief town: it is a flourishing place, and situated on the coast, and from it large quantities of grain are exported. The small tribe of the Aggrabees, amounting to 600 persons, of whom 180 are armed men, occupy about twenty square miles of territory on the north side of Aden Western Bay. They have always been friendly with the British. Ben-Ahmed, which is a landmark for ships entering the bay, is the residence of their chief. The country of the Houshebees is to the north of that of the Lahidge Sultan, to whose eldest son their chief's daughter is married. This tribe is not a very powerful one. The Subeitees, on the west of Aden, and between it and Mocha, are a wandering race of plunderers, without either towns or villages.

To be continued.

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